BAILROADS.

RALTIMORE AND OHIO RAILROAD. Washington, Oct. 29, 1865.
Trains between Washington and Ball'il
MORE, and Washington and The West
are now run as follows, vis: FOR BALTIMORE.

Leave daily, except Strintay, at 6.20, 5
11.15 a.m., and 8.30, 4.40, and 7.30 p.m.

FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 6 15 a. m. and 3.50 p. m.
FOR PRINCIPAL WAY STATIONS, vis:
Bladenburg, Beltaville, Laurel, Annapolis
Junction, and Relay House, leave at 6.20 and 8.20 a. m., and 3.30 and 4.40 p. m. daily, except Sunday.

lay.

FOR ANNAPOLIS.

Leave at 6.20 and 8.20 a.m., and 4.40 p. m sally, except Sunday. No train to 97 from An apolts on Sunday.

ON SUNDAY.

NAME OF SUNDAY.

ON SUNDAY.

FOR HAITIMORE.

Leave at 8.20 a.m. and 1.16, 150 and 7.50 p. m.

FOR WAY STATIMORE.

Leave at 8.20 a.m. and 3.30 p. m.

FOR ALL PARTS OF THE WEST.

Leave at 8.20 a.m. and 3.30 p. m.

Leave at 8.20 a.m. and 3.30 p. m.

On Sunday, at 1.15 and 7.30 p. m. only, ennecting at Helsy stating with trains from Balimore to Wheeling, Fakersburg, &c.

Through tickets to the West cas be had at the Washington Station Ticket Offen at all bours in the day, as well as at the west cas be had at the Washington Station Ticket Offen at all bours in the day, as well as at the new offer is the American Telegraph Smilling, Pennsylvania avonto, between Pour-and a-half and Sixth streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line.

General Ticket Agent, Gen. Gen. S. KOONTE, Agent, oc30 if Washington.

NOTICE TO SOUTHERN TRAVELERS.

NOTICE TO SOUTHERN TRAVELERS

THE OLD AND DIRECT LINE ENTIRELY COM-STAGING ENTIRELY DISCONTINUED.

SO MILES SHORTER AND 3 HOURS QUICKER
THAN BY ANY OTHER ROUTE.

On and after MONDAY, September 20, the old
and favorite line from WASHINGTON, will be run
TWICE DAILY, (Sunday nights excepted,) as follows:

TWICE DAILY, (Sunday nights excepted.) as follows:
The fast and commodious steamer KEYPORT,
Captain Frank Hollingshead, and C. VANDER.
BILT, Captain A. L. Colmary, will leave the wharf,
foot of Sixth street, Washington, twice daily, Sanday nights excepted.) at 7 a. m., and 8.45 p. m.,
arriving at Aquia Creek by 10.30 a. m., and 12.35
p. m., and thence by the Richmond, Frederickaburg, and Potomae Railroad, now entirely completed, to Richmond, arriving there at 2.20 p. m.,
and 5.30 a. m., affording ample time for dining in
Richmond, and making connections with the
Richmond and Petersburg Railroad for Petersburg and points south of Petersburg.
The steamer leaving Washington at 8.40 p. m.,
arrives in Richmond at 2.20 a. m., affording ample time for breakfast, and connection with the
Richmond and Danville trains for Danville, va.,
Greensboro', Salisbury, Charlotte, Raisigh,
Goldsborough, and Wilmington, N. C., and
Chester, S. C.
On SUNDAYS leave WASHINGTON at 7 a. m.

On SUNDAYS leave WASHINGTON at 7 a. m. only, and arrive in Richmond at 5.25 p. m. Haggage checked through to Richmond from New York, Philadelphia, Haltimore and Wash-ington, and accompanied by through baggage

New York, Philadelphia, Baltimore and Washington, and accompanied by through baggage masters.

Through tickets from N. York to Richmond, 817 00

"Baltimore 10.00

"Baltimore 10.00

"Baltimore 5.00

"Baltimore 10.00

"Washington 5.00

"Baltimore 10.00

"Washington 4.23

From Washington to Hichmond ... \$10 00

"RECORD CLASS TREAD THE TEXTS

From Washington to Hichmond ... \$10 00

"And to Product Advances and All and the All and All and All and Carlinds street forry. In Philadelphia, at the depot of the Philadelphia, Wilmington and Baltimore Ralifycad Company, Broad and Prime streets. In Baltimore, at the Campany. In Washington, at the Company Frod and Prime streets. In Baltimore, at the Campany and the Ralimore and Ohio Ralicod Company. In Washington, at the Company 2 office, at the corner of Fenneylvania avenue and Bixth street, and on board the Potomae steamboats.

Passengers leaving New York at 7 and 8 a.m.; 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAY, and 11.15 p. m. (NIGHT) and Baltimore at 3.0. 4.25, and 6 p. m., 3.55 and 4.30 a. m., 10.4 and 6 a.m., in ample time on make connections for Richmond and Baggage Wagons will be in well ness to convey passengers and baggage between depots in Richmond.

Passengers by this Line pass by daylight Mount Yernon, and may have an opportunity of visiting several battle-fields near Fredericksburg, by stopping at that ports.

Beggage will be checked from New York, Philadelphia, and Baltimore to Washington, where it will be met by the baggage masters of this line.

Brenkfat and supper on board of steamers.

GEO. MATTINGLY, Superintendent, Washington, D. C.

W. D. Gilkelison, AND Baltimore, and Baltimore on board of steamers.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE. Abordsen, Perryman's, and Magnolis.

Way Mail Train at 8, 15 a. m., (Sundays excepted.), for Baitimore, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Milford, Salisbury, and Intermediate stations.

Express Train at 1.15 p. m., (Sundays excepted.) for Baitimore and Washington, stopping at Choster, Wilmington, Eixton, Perryville, and Hayre-de-Grace.

at Chester, Wilmington, Eikton, Perryville, and Hayre-de-Grace.

Express Train at 3.50 p. m., (Sundays excepted.) for Baltimore and Washington, stopping at Wilmington, Nowark, Eikton, Northeast, Furryville, Hayre-de-Grace, Perryman's, and Magazille.

Magaolia.

Night Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) wilmington, Newark, Elkton, Northeast, Perryville, and Havre-de-Grace.

Passengers for Fortens Mouroe will take the 5.15 a. m. train.

ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilmington—

ton—
Leave Philadelphia at 11.00 a. m., 4.00, 5.30 and 10.00 p. m. The 4.00 µ. m. train seaments with Delaware Railroad for Milford and intermediate stations.
Leave Wilmington at 7.15 and 9.30 a. m., 2.30 and 5.30 a.

P. D. GHESTER FOR PHILADELPHIA—Leave Chas-GHESTER FOR PHILADELPHIA—Leave Chas-ter at 8, 16, 10, 14 a. m., 12, 36, 3, 13, 4, 64, 7, 20 and 9, 00 p. m. SUNDAY THAINS. Express Train at 4, 05 a. m. for Baltimore and Washington, stopping at Wilmington, Perry-ville, Havre-de-Grace, Aberdeen, Perryman's and Magnale

Washington, stopping at Wilmington, Ferryville, Havre-de-Grace, Aberdeen, Perryman's
and Magnolla.

Night Express at 11,15 p. m. for Baltimore
and Washington, stopping at Chester, (for Baltimore and Washington passengers, Wilmington,
Newark, Eikton, North-East, Perryville and
Havre-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

Baltimore at 8.21 p. m., stopping at
Havre-de-Grace, Parryville and Wilmington,
Aleo alops at Eikton and Newark (to take passengers for Philadelphia and leave passengers
from Washington or Baltimore,) and Chester to
leave passengers from Baltimore, and Chester to
leave passengers from Baltimore or Washingtop.

Leave Wilmington for Philadelphia at 6,30

P. m. FROM BALTIMORE TO PHILADELPHIA, Leave Battimore S. 25 a. m., Way Maii 1. 10 p. m. Express 1, 4. 55 p. m., Way Train; 6. 35 p. m. Express, 10. 35 p. m. Express, 10. 35 p. m. Express, 10. Express, 10. 35 p. m. Express, 10. 35 p. m. 11. 50 and 11. 50

P. m. Leave Wilmington at 5.18, 9.40 a. m., 2.25, 4.58 and 12.25 p. m. YREIGHT THAIN, with passenger car attached, will leave Wilmington for Perzyville and intermediate stations at 7.55 p. m. janil H. F. KENNEY, Superintendent.

Daily National Republican.

WASHINGTON, D. C., SATURDAY EVENING, NOVEMBER 4, 1865.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

RAILBOADS. GREAT PENNSYLVANIA BOUTE TO NORTHWEST AND SOUTHWEST.

THE 8.15 A. M. TRAIN FROM WASHINGTON sincets with the 9.20 a. m. train from Bal limore for Pittsburgh and the West, and for Bimira, Buffalo, Rochester, Dun-kirk, Canaddaigus, and Magara Falls, and for New York City.

HE 4.30 P. M. TRAIN PROM WASHINGTON

THE 6. 67 P. M. TRAIN FROM WASHINGTO!

Connects with the 10 p. m. Express from
Ballimore and runs through to Pittsburgh and Bunira, without change
of care, connecting at Pittsburgh
for Chelinast, Chienco, and
St. Louis, and at Himira
for Huffillo, Ruchasler, and Syracuse.

ONE THROUGH TRAIN ON SUNDAY, Leaving Washington at 8 o'clock p. m. SLEEPING CARS ON NIGHT TRAINS.

BOLDIERS' TICLETS AT GOVERNMENT RAYES

LOW FARE AND QUICK TIME.

43 FOT Tickels and any information apply at
the Office of the Great Pannsylvania Koute, corpressprivania avenue and Sixth street, under
Fational-Hotel, and Depot House, No. 463 C street,
near New Jersey avenue, Washington.

Superintendent N. C. R. R.

J. WILKINS,

JNO. GILLETT, Passenger and Tickel Agent.

Corner Sixth street and Pennsylvania avenue,
de25-tf

ORANGE AND ALEXANDRIA RAIL-ROAD.—THROUGH by RAIL-FROM WASHI-INGTON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG.
On and after FRIDAY, September 1, 1865, the trains on this road will rea as follows:

rains on this road will rou as follows:

TRAINS SOUTH.

Leave Washington at 7 a. m. and 8.30 p. m.

Leave Alexandria at 7.35 a. m. and 9 p. m.

Leave Alexandria at 7.35 a. m. and 9 p. m.

Leave Gordonsville at 12.30 p. m. and 4.40 a.m.

Arrive at Lynchburg at 6.20 p. m. and 6 a. m.

TRAINS NORTH.

Leave Lynchburg at 6.45 a. m. and 7.15 p. m.

Leave Bichmond at 7 a. m. and 7.15 p. m.

Leave Gordonsville at 12.30 p. m. and 4.20 a.m.

Arrive at Alexandria at 4.30 p. m. and 4.20 a.m.

Arrive at Machington at 3.30 p. m. and 3.25 a.m.

Ou Sundays leave Washington at 3.30 p. m. only.

Local freight train leaves Alexandria at 4 a.

m. arriving in Gordonaville at 11.45 a. m.

Leaves Gordonaville at 12.35 p. m., arriving in Mexandria at 8 p. m. Leaves Gordonaville at 12.55 p. m., arriving in lowandria at 5 p. m.
Through freight train leaves Alexandria at 5. h.m., arriving in Lynchburg at 7.10 p. m.
Leaves Lynchburg at 3.20 a. m., arriving in lowandria at 6.10 p. m.
Passengers from Warrenton will take the 7 s. u. train south from Washington, and the 6.45 a. a. train north from Lynchburg.
Passengers by the 6.45 a. m. and 7.15 p. m. rains from Lynchburg, and the 7 s. m. and 7.15 p. m. trains from Eleinonad connect with trains at Washington for all parts of the North and West.

rains from Michigan of the Action
at Washington for all parts of the Action
West.
This route has the advantage over all others by
having a continuous rail from New York to
Lynchburg, 405 miles.
It also passes through Fairfax, Buil Run, Manassas, Bristow, Catlett's, Eappahannock, Culpeper, Crange, and Gordonsville, where many
of the great battles of the late rebellion were
fought.

be procured in Adams' Expres

R. I. Depot, I.

nassas, Bristow, Catlett's, Esppanannock, Cutpeper, Crange, and Gordonsville, where many
of the great battles of the late rebellion were
fought.

Tickets can be procured in Adams' Express
Building, opposite the B. and O. R. H. Depot, in
Washington; also, at the Depot, on Maryland
avonce.

Trains leave the corner of First and C streets,
W. H. McCAFFERTY,
General Sometimendight.

General Superintendent.

J. M. BROADIS,
Guneral Passenger Agent. ne0-tf 1864 ARBANGEMENTS 1864

NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON BAILEOAD COMPA-

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF AND

WILL LEAVE AS FOLLOWS, VII: Fars.
m., via Camden and Amboy—C. and Accommodation. 42, 25
m., via Camden and Jersey Gity—
ew Jersey Accommodation. 225
m., via Camden and Jersey City—
corning Express. 3, 00 A Rypress. 3.00
At 3 p. m., via Kensington and Jersey
Gity—Washington and N. Y. Express. 3.00
At 62 p. m., via Kensington and Jersey
Gity—Evening Mail. 3.00
At 112 p. m., via Kensington and Jersey
Gity—Southern Mail. 3.00
At 12 (Night), via Kensington and Jersey
Gity—Southern Express. 3.00
At 62 p. m., via Camdeun and Ambry—Accommodation (relight and passenger):
1 st class licket. 2.25
The 8.15 p. m. Evening Mail and the 1.30
(Night) Southern Express Will run daily, (all others, Sundays axeepted.)

PHILADELPHIA AND NEW YORK LINES. Leave Waint street wharf at 6 and 8 a. m., 2 m., and 2 p. m. Leave Kessington Depot at 11. 16 a. m., 2. 86, 30 and 6. 45 p. m., and 12.40 a. m. (night.) The 6. 45 p. m. line runs daily; (all others, andays excepted.)

NEW YORK AND PHILADELPHIA LINES. Leave foot of Barclay street at 6 a. m. and 2 p. m. foot of Cortland street at 7, 8, and 10 a.
From foot of Cortland street at 7, 8, and 10 a.
m., 12 m., 4 and 6 p. m., and 13 night.
The 6 p. m. line runs d.ily; (all others, Sundays excepted.)
W. H. GATZMER, Agent,
Philadelphia and New York Lines,
Philadelphia and New York Lines,
de31

THROUGH LINE BETWEEN WASH-INGTON, PHILADELPHIA, AND NEW YORK.

YORK. WARRINGTON, October 29, 1865.
Trains between Washington and New York are now run as follows, vis:
FOH NEW YORK, without change of ears,
Leave daily (except Sunday) at 7.30 a. m., and and 7.30 p. m.
FOH NEW YORK, changing cars at Philadelphia,
Leave daily (except Sonday) at 11.15 s. m., and
4.40 p. m.
POR PHILADELPHIA.

Lawe daily (except Sunday) at 11.15 s. m., and
4.40 p. m.

FOR PHILADELPHIA,

Leave daily (except Sunday) at 7.30 and 11.15

a. m., and 4.40 and 7.30 p. m.

ON SUNDAY.

Leave for Now York at 6 p. m. only.

Siesping cars for New York at 7.30 p. m. only.

Siesping cars for New York on 7.30 p. m. train
daily, except Sunday. On Sunday, train and
sleeping cars for New York on 7.30 p. m. train
daily, except Sunday. On Sunday, train and
sleeping cars for New York or 7.30 p. m. train
daily, except Sunday. On Sunday, train and
sleeping car run only to Philadelphie, New York, or
Shedous and be had at the Station office at all
hours in the day, as well as at the new office in
the American Telegraph building. Pounsylvania
avenue, between Four-and-a-half and Sixth
streats.

He Hallimore and Ohlo valirond advertisement
for schedule between Washington, Baltimure,
Anunpolis, and the West.

W. P. SMITH,

Master of Transportation.

L. M. COLE,

General Ticket Agent,
OKO. S. KOONTZ,

Agent, Washington.

STEAMSHIPS. ATLANTIC STEAMSHIP COMPANY.

The steamers comprising this line are the JOHN GIBSON CAPTAIN YOUNG,

eaving pier No. 12 N. H., New York, and foot Washington, D. C., every WEDNESDAY AND SATURDAY,

Freight received every day during busine ours, and carefully kept under cover.

The steamers of this line now connect with Alexandria and Orange Railroad. Freight for warded to any point along the line of the road. August—MORGAN, RHINEHART & CO., Foot G street, Washington, D. C. BOWEN, BRO. & CO., August A., Co., August and August and August

H. B. CROMWELL & CO., 56 West atreet, New York.

WASHINGTON STEAMSHIP COMPANY, (OLD LINE.) BETWEEN

YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C. OCEAN STEAMERS BALTIMORE, REBECCA CLYDE, AND EMPIRE,

DEORGE H. STOUT, MAY PLOWER, AND

ANN HILLA.

Regular Salling Days TURBDAYS and FRIDAYS, at 12m., from foot of High street, Georgetown, and Fier 15, East River, (foot of Wall
street, New York.

For freight or passage apply to—
6. P. HOUGHTON, Agent,
foot of High street, Georgetown.
M. ELDHIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
Ereight received constantly and forwarded to
all parts of the country with dispatch, at lowest
rates.

1622

A DAMS EXPRESS COMPANY,
OFFICE 514 PENN, AVENUE,
WASHINGTON CITT, D. C.
GREAT EASTERN, NORTHERN, AND WESTERN
EXPRESS FORWARDERS.
Merchandise, Money, Jewelry, Valnables, Notes,
Slocks, Bonds, &c.,
Forwarded with SAFETY AND DISPATCH to all
accessible sections of the country. This Com-NORTH, EAST, WEST, AND NORTHWEST,

NORTH, EAST, WEST AND NORTHWEST,
Its principal offices are
WASHINGTON, D. C., NEW YORK, BOSTON,
PHILADELPHIA, BALTIMORE, CINGINATI, ST. LOUIS, LOUISVILLE, LEXINGTON.
Gonnections are made at New York and Boston
with lines forwarding to the Canadas and to the
British Provinces, and with steamable lines to
Liverpool, Bouthampton and Havre, and thence
by Euror—in expresses to all preminent commencial lowes in Great Britain and on the Continent.
Collection of Motes, Drafts and Billa made at
all accessible parts of the United States.

C. C. DUNN, Agent,
jetz.
Washington, D. C.

JOHN P. SLOUGH. LAW OFFICE,

WASHINGTON, D. C.

c. e. BUNDT, A. S. SURMER, Late of the Pay Depart't. Late Capt. 95 N. Y. Inf BUNDY & GURNEE.

225 Pennsylvania avenue, (opposite Willard's. QUARTERMASTERS, ORDNANCE,

COMMISSARY, BOUNTY,
BACK PAY PRIZE MONEY, HORSES LOST OR KILLED IN SERVICE, And all Claims against the Government speedily collected and promptly remitted. Money advanced to Officers during settlement, jyl-ly.

CLOSE, CORBETT AND MONROE. JAMES T. CLOSE,
Late Colonel 16th Va. Vol.,
F. E. CORBETT,
of New York,
W. A. MONROE, 4
Late of War Department.

ATTORNEYS, U. S. CLAIM, REAL ESTATE AND INSURANCE AGENTS, SOLICITORS OF PATENTS.

(Late Solicitor of the Office of the Anditor of the Treasury for the Post Office Department.)

ATTORNEY AT-LAW AND SOLICITOR OF CLAIMS.

Office, 476 Seventh street,
Washington, D. C.,
Will practice in the Courts of the District of Columbia, the Court of Claims, and the Supreme Court of the United States, and will give prompt attention to the prosecution of claims and the adjustment of accounts in all the Departments of the Government.

Office, 476 Seventh street, opposite Post Office, 476 Seventh street, opposite Post Office

JOHN B. WHERLER. WILLIAM R. BRYANT. JOHN B. WHEELER & CO., Real Estate Brokers and Attorneys for Claim against the United States. Office—500 Sevent street, between D and Estreets, second story, F O. box, \$21, Washington, D. C. City Property and Maryland and Virginia Parms bought as selid on commission. References: Richard Wallach, Seq., Mayor of Washington; Go. A. Basset Esq., Clierk Com. Ways and Means, House of Rep Wm. H. West, Esq., Chief Clerk Treas. Dept. Mosers. Perry & Bro., merchants.

JOHN JOLLIPPE, ATTORNEY AND COUNSELLOR AT LAW. Office on the northeast corner of F and Fifteenth strests, opposite the east entrance of the Treasury Balleling, Washington Gity, D. C.

Attends especially to claims upon the United States. jy?2-1y R. H. GIBBONS & CO.,

REAL ESTATE, HOUSE, AND
INSURANCE AGENTS,
COMMISSIONERS OF DEEDS AND NOTABLES PUBLIC,
SI CEDAR STREET, and 466 BEOOME STREET,
Was Hondway, NEW YORK
HOUSES Let and Leased, Real Estate Bought,
Solid, or Reahanged.

its and Claims collected. - No connection with any other office in the OTHEONS. T. P. GIRBORS. G.W. GIRBORS.

EDWARD LYCETT
BOOKBINDER,
Bo. 201 PREE. AVE., WASHINGTON, D. C.
Rooks bound in every style—Turkey, HoroccoRussia, and Galf.

National Republican

SATURDAY NOVEMBER 4, 1865

Postal Affairs. afternoon ordered the following post offices to be reopened and appointments made:

to be reopened and apportaments masie:

Bowling Green, Caroline county, Va.—Lafayette De Larne postmaster.

Lake Dremmend, Norfolk county, Va.—Washington F. Doughas postmaster.

Hauchoster, Classerfield county, Va.—James H. Moody postmaster, county, Va.—Mrs. P. C. Sternblage, Augusta county, Va.—Mrs. P. C. Sternblage, Augusta county, Va.—Mrs. P. C. Bloomfield, Luttins, vice S. Rennerly, County of the Coun

Manufacture of Axes and Edge Tools According to the census of the year 1860 there were 166 establishments engaged in the anufacture of axes and other edged tools, employing 2,869 hands, and embracing a capital of \$2.146,499. The amount of marial consumed was 1,270,171 pounds, and the products of the manufacture amounted to \$3,243,992. The manufacture, for the same year according to the report of the Census Bureau-of scales and balances: The number of establishments engaged in their manufacture was 43, employing 725 hands, \$744,300. The amount of material consumed in the manufacture was 336,166 pounds, and the product was \$1,292,560.

The following is a condensed state the amount of business transacted in the of-

during the month of October, 1865 : 3 Navy Agents Accounts settled, 28 Paymasters Accounts settled amounting to.

14 Marine Acc'ts settled, amounting to..... don Acc'ts settled, amount-

2577 Prize Claims settled, amount-

3860 Claims settled, amounting in aggregate to.
7060 Letters were received 7745 " writton.
6526 " recorded.

20 Clerks smployed.

PAYNE, THE CONSPIRATOR ... Mr. W. E. Dosten, of Easton, Pa., gives publicity to the following letter from the father of PATHE,

the conspirator:

Live Oak, East Florida, Sept. 30, 1863.

Dear Siz: On my return home some days since I found your very welcome letter, which brought me some interesting items in reference to my unfortunate and lamented son. Be assured, sir, that your kindness both to him and myself are highly appreciated. At the time your first letter reached me I was confined to my bed, and it was received only the day before the execution. I did not answer it, for I intended coming to Washington as soon as possible, and started as soon as I could travel. At Jacksonville I met the sad intelligence of his execution and returned home in sorrow, such as is not common for human hearts to bear.

As to his early history, he was born in the the State of Alabama, April 22, 1844, (I see by a statement of his that he was mistaken by one year in his age.) In the twelfth year of his age he made a profession of religion, and from that time he lived a pious life up to the time of his enlistment. He was soon ordered to Virginis. From that time forward I knew nothing of him only by letter. He was always kind and tender-hearted, yet determined in all his undertakings. He was

He was always kind and tender-hearted, yet determined in all his undertakings. He was nuch esteemed by all who knew him, and bid fair for usefulness in Church and State.

Wealth

Mark how the golden unthems quiver—
So they shone in the days gone by,
When arm in arm by the quiet river
We wandered at smallet the sad i.
Oh! what a beauty was in the Island;
Oh! what a plow on the distant see, bland,
That summer qualing she walled with me!
The sarth was different as been shown her;
The earth was diff that the walled upon;
And life was smalle could it mighthet love in
As arm clasped gran, willow sanntered on?
Has the forgotten that golden glory.
That path of light on the distant see,
and the waves that murmared their lasting stor
That summer evening she walked with me?
Ab well santantas. The the old reacting

Ab. well, perhaps—"Tis the old recital BOI love unlooked for and unbeltered! Was she to hiame for its non-requisal? Was she to biame that my heart deceived? Her love was friendship—my friendship loving, Timat despessed still as the days went by, Till.it worshipped, do there by the river roving—Wy wandcred at esgatel, she and I.

God bless her ever :— I pray uncessing,
In memory still of the days gone by—
For that love remains knowing no decreasing—
We're triends forever, both she and I.
May her path still shine like the golden gleamin
That glanced so fair on the distant sea,
And her life be sweet as my own fond dreamin
That summer evening she walked with me.

Capt. Hall's Last Letter From the Ar

Uapt. Hall's Last Letter From the Artic Regions.

Repulse Bay, Lat. 96 deg. 3 min. W.,
Loro, 86 deg. 3 min. W.,
Twinstr-Third Excamphent, Aug. 20, 1865.)

Mr. B. S. Cubon:

Draw Sin: I have but a brief time now write to

Mr. B. S. Cubon:

Dran Sin: I have but a brief time now to write to you, as the two vessels now in this bay are already heaving up anchor. This-letter will be handed to you by Mr. Chaffer, one of the officers of the Black Ragle, a gentleman to whom I am indebted for many kind favors. It was my purpose to write you a long letter, but circumstances which have lately transpired will not admit of my fulfilling that cherished purpose. For the last two months my interpreter, Too-koo-li-too, wife of E-bier-bing, has been dangerously sick with the same compaint she was afflicted with when in New York, to wit: pneumonia, and I have been compelled to give her my almost undivided attention in caring for her, and attempting to restore her to health again.

Within the last week she has been much better, and I now hope she is not far from complete restoration. She and her husband are everything to me in the mission I am on. Too-koo-li-too is by far the best interpreter of the two, and, if I lose her, my success cannot be so marked and complete, relative to gaining all the information possessed by the nations of the North, as it will be if her

to gaining all the information possessed be the nations of the North, as it will be if he the nations of the North, as it will be if her life and health are spared. Hringing these two Innuits with me has readily paved the way for a great, and, as I believe, a good work. The Innuits with whom we wintered comprise forty-two souls, men, women, and children, and they all think as much, yes, more, of E bier-bing and Teo-koo-li-too than they do of any of their own commu-nity.

nity.

Having said this much, I will tell you an

ward I know nothing of him only by letter. He was always kind and tender-hearted, yet determined in all his undertakings. He was much esteemed by all who knew him, and bid fair for usefulness in Church and State. Please socopt the warmest thanks of myself and family for the services rendered the unfortunate youth.

Very truly and sincerely yours.

George C. Powell.

Some Punkeins.—A colossal pumpkin of a golden hue was on yesterday received at the Agricultural Bureau, from a gentleman, resident of Baltimore county, Maryland. It weighs 118 pounds 2 ounces avoirdupois, and is very suggestive of pies, a genial fireside and good cheer generally.

Appointment of Examining Surgeons were yesterday morning appointed by the Pension Bureau: Warners Honsen, of Welliamstown, Kentucky.

Increase of Wealth.—The wealth of the world, ever since the creation of man, has been increasing more rapidly than the population, it is increasing at the present time more rapidly than ever before; and in the new States of this Union it multiplies more frequently than any where else. As one instance, we give the following statistics in relation to the State of Michigan, showing the population, the wealth, and the average property to each the histogram, and a she landed his boat by my encampend much, where I was awaiting him on the beach black Eagle, to the must from the she of apind as he landed his boat by my encampend much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I was awaiting him on the beach much, where I wa

made a sledge journey, with a company or natives, from my winter's quarters, lat. 64 47, long. 83 18, W, on the west coast of Sir Thomas Rome's Welcome, to the southward and westward, lat. 63 47, long. 80 58 W, where I found five yessels (American whalers) The increased rapidity in the accumulation of wealth is not the result of the discovery of gold mines in California and Australia, but is owing to the larger employment of labor-doing machinery, and to the increase of intelligence, economy and thrift among men. The discovery of gold mines, by diverting a small fraction of the labor of the world from the production of wealth to the useless task of augmenting the currency had a very slight tendency to check accumulation.

Scientific American.

For some five days I and my company had been traveling on the ice of the Welcoms with the thermometer from 59 to 70 degrees below freezing point, with nothing to eat but raw frozen reindeer meat, and sleeping in anow houses, which we erected every night after traveling from four to six hours at each march. During the journey my cheeks and nose were frozen near one hundred times, but immediately succeeding the frost-bite the warm hand of one of my Innuit attendants was applied to the part affected and held there until the frost was out.

Strange as it may seem to you, I have sent

there until the frost was out.

Strange as it may seem to you, I have sen
no letters by these two vessels but one to Mr
Grinnell, a brief one of a like kind to Mr Yours ever, God bless you.

C. P. HALL.

Dr. R. Vaughan writes in the last number "In Washington I had the privilege of an introduction to General Grant. The eminent man was in his official department, much the sort of room in which a London attorney might be imagined giving audience to his clients. The General was not in uniform,

seem to have been common among his ansectors.

"This stately descendant from the sons of
the old wilderness gave me a cordial grasp of
the hand on our being introduced. The
manner of the General was simple and quiet.
I seem saw he was a man of few words, and
had reason to think that his words were
usually well chosen. After a few commonplaces had passed, he began to speak freely
on public affairs. The tone of the English press concerning the military action
of the North seemed to have impressed him
unfavorably. 'If your newspapers are to be
believed,' said the soldier, who is second to
none of his time, 'we never went into the
field but to be beaten. I have been in more
engagements than any other man in the serfield but to be beaten. I have been in more engagements than any other man in the service, and have not been beaten yet. On the continent of Europe, too, the disposition, it appears, has been to harp on the same string. Friends who have visited your country and France tell me that, go into what circle they might, the talk about America all went one

France tell me that, go into what circle they might, the talk about America all went one way.

"In reply, I mentioned some facts which seemed to warrant a somewhat different conclusion. These facts were frankly admitted as tending to show that in England there must, after all, have been a considerable breadth of sympathy with the North. 'Say what you will,' said the General, 'this war has been the biggest job of its sort that has been the biggest job of its sort that has been done in this world; and it will be a chapter to itself in the history of war—nothing like it has gone before.'

"When about to take my leave, I was pleased to hear the General say, 'Well, I think I shall come to England some day; but it must not be until I can spare something like a twelvementh for that part of the world.' I did not fail te express my conviction that if he came among us he would find not a few capable of appreciating what he had done, and of doing so generously. Of Lee the General spoke honorably, describing him as an able man who had made a great mistake. This mistake, I presume, was in committing himself against the Northern cause—the cause, the final success of which the General himself had never doubted."

THE CHOLERA—THE ICE-BAG REMEDY.
In a letter to the London Truses, Dr. John Chapman gives an interesting account of the result of his treatment of cholera patients, at Southampton, by the application of leebags to the spine. He states the points of theory as follows:
"That the nansee, vomiting, copious discharge of the well-known 'rice-water' stools, cold sweat and peculiar odor from the body, are due to the combined action of the hypersemis spinal cord and sympathetic nervous centres, in the same manner as they induce phenomena of the like kind, though less in degree, in cases of summer distribute, and of sea sickness when it is accompanied with distribute.

That cholera is neither contagious nor

That cholera is neither contagious nor

That cholera is neither contagious nor infections in any sense whatsover, except through the depressing influence of fear.

The cholera may be completely averted, and when developed, cured by modifying the temperature of the spinal region.

After detailing the symptoms of two cases of cholera which fell under his observation, Dr. chapman offers the following suggestions for the use of the lee-bag:

"I. The cold must be applied along only a narrow strip—not more than four inches broad in the adult—down the very centre of the back.

the back.

2. The cold must be dry, not wet, cold.

3. The ice-bag should be continued along the whole spine only until the cramps and algide symptoms have been subdued.

4. The lee-bag should be continued to be supplied to the lower half of the spine until vomiting and purping cease.

have occurred at Epping, England...a mar-ket town in the county of Essex, ten or fif-teen miles from London. TAX ON CIGARS AND MANUPACTURED TO

nacco.—A strong movement is being mad in New York and elsewhere, to procure modification of so much of the internal reve nue laws as relate to cigars and manufac tured tobacco. The leading proposition is, to levy a tax on the leaf tobacco, while in A wgll-known Northern theatrical man-ager lately organized a dramatic company to perform in the theatre at Lynchburg, Va. After a few representations, the hostility of the inhabitants to anything coming from the North was so apparent that the company had to discover.

to dissolve. A custows phenomena occurred in the Valley of Mexico on the 6th of October. Five large streams of water burst suddenly from the sides of the mountain, which, if they do not diminish in volume, will form a someider-

THE NATIONAL REPUBLICAN

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Communists in Pennsylvania.
[Correspondence of the Chicago Republican.]
MARPHELD, Ohio, October 33, 1865.
I have just returned from a short visit to a settlement of communists at Economy, on the Ohio river, about fifteen miles below Pitts-I have just returned from a short visit to a settlement of communists at Economy, on the Ohio river, about fifteen miles below Pittsburg. They originally came from Germany, and bought a large tract of land at this points and established a community. At one time they numbered nearly 1,000 members, but now have dwindled to less than 500. Their peculiarities are that they work under the charge of a chief, or overseer, the products of their labor all going into his hands, to be distributed by him according to the needs of each member. The surplus is sold by the overseer and used for buying land, inachinery, stock, &c., for the benefit of the community. Their land is in a very high state of calitystion. They are actensive stock raises, keeping none but the rarest and best breeds. The houses are all built alike, and the streets all laid out on the same plan. There are no front doors in their houses, and each dwelling has a large and well-cultivated garden of fruits and flowers. They raise large quantities of currants and grapes, which they convert into pure and excellent wines. They also make excellent brandy, whisky and other liquers, commended by complexers for purity. Their religious exercises do not seem to be of a very serious character. They have a large church, with a splendid organ and piano in it, and the services are mostly made up of vocal and instrumental music. Each man and woman has his or her particular duties to attend to, and most of the trades and a few of the professions are represented in the community. They do not work hard, it being a principle of their creed to work just enough to be comfortable without amassing wealth, but still hating thriftlessness, and using all the modern labor-saving appliances for their work, they have, by the decrease of their numbers and increase in their persons and household, dressing in blue homespun and a high-crowned, broad-brimmed hat openuiar shape. Men and women work in the field and at trades together, no distinction in labor being made on account of ex.

tinction in labor being made on account of sex.

Their religion does not allow them to marry, and additions are made to the community only by apprenticeship and occasional emigration from the old country. They take children as apprentices, with the privilege of joining them or not, as they please, when arrived at age, but additions from this source are exceedingly small. A large majority of the men and women of the community are now over sixty years of age, and a few years will see this immeuse and valuable estate in the hands of a very few persons. The last man, whoever he may be, will be one of the wealthiest men in the country.

But this staid and sober community is in great commotion just at present. Its eafety

But this staid and sober community is in great commotion just at present. Its safety is jeopardized and its good name scandalized. Their physician, who for forty years has been a bright and shining light amongst them, has strayed away from the path of duty, and gone out into the wicked, wicked world, and instigated by the devilies wiles of the fickle goddess, committed—matrizacopy! A young woman from the outside world had been emploped as nurse in their hospital. Here the Doctor in his round of duties met her. Acquaintance could hardly be avoided. Friendship was the natural sequence of their similarity of interests and sympathies; and, similarity of interests and sympathies; and, alas: the sun of love soon melted the key fetters which bound the doctor to the faith

'th Pisto' Plato' you have paved the way,
With your immortal fantasies, for more
Immoral conduct, by the fancied sway
Your system feigns o'er the controlless core
of human hearts, 'Ac., &c.
Of course this great sin could not be overlooked, even in so important and useful a personage as the doctor, and he was expelled at once and forever. But it is a bad prece-dent, and the community totters to its very

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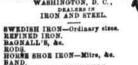
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